

THE WEATHER:
Fair today; fair and warmer to-
morrow. Highest temperature
yesterday, 75; lowest, 65. Detailed
weather report on page 8.

CARLINE START TRACED TO OLD REALTY MOVES

Tracks Through Pastures
Mark Beginning of
One Line.
PUBLIC STILL PAYS
FOR SPARSE TIMES
Crowded Cars Now Cover
Territory on 2-Min-
ute Schedule.

The Herald is advocating a
workable plan for a merger of
the companies operating street
car lines in Washington, and a
return to five-cent fares. The
thirty-first editorial of a series
on this subject will be found on
the editorial page of today's issue.

Whether the author of the trolley
car comedies seen in motion pic-
tures received his inspiration by
coming in contact with the old City
and Suburban railway, which ran,
or to be more literal, ambled, from
Eckington to the District line, or
whether a like project inflicted upon
the people in some other part of
the country was responsible for this
famous caricature, may never be
known. The fact remains that
Washington did have a "funny"
railway, although its history fails
to reveal the slightest trace of
humor except to those engineering
its subsequent evolutions who are
certainly entitled to a good laugh
at the expense of the public.

Land-Selling Scheme.
The local comedy traction, or the
"City and Suburban," as it was called,
was conceived by a group of
Washington business men about
1898, but the purpose of the road
is not clearly defined in history.
It may have been, and without a
doubt was, part of a land-selling
scheme. The fact that at the Dis-
trict line, now called Mount Rainier
line, and that the road was built
between 12 and 15 houses and 35
Woodbridge, North Langdon and
Sheerwood were farms, pastures and
landscapes and that Rhode Island
avenue was merely a proposal, pre-
sents a possibility that the road
was built to fill a demand.

Maurice Stallings, the "skipper"
of the first car to operate over this
line, turned his fares in, if any, at
Eckington, and caught rabbits in a
field at the District line; all of
which would indicate that the
City and Suburban was mostly sub-
urban and largely stationary.

Tale of Old Times.
One of the oldest inhabitants re-
members, without difficulty, his first
ride as a guest on the skipper. The
"voyage," as he describes it, was
made in easy stages, stopping fre-
quently to allow the "skipper" to
go aloft and remove the ice from
the wire with a stick kept for that
purpose and which also served to
drive the stray cattle and horses
from the right-of-way. These
pauses, said the "oldest inhabitant,"
were a boon to the passengers, as
they allowed him to recover, par-
tially, from the dizziness caused by
the drunken motion of the car. Finally
a determined piece of ice com-
pelled the skipper to stop, and the
passenger explained the trip as the
narrator's obligation to get home and
had to walk, leaving the "skipper" to
fight it out alone.

In the merger of lines which
created the Washington Traction
and Electric this unpromising and
poverty-stricken victim of circum-
stances received its first nourish-
ment, later to be merged again with
another generous application of wa-
ter and called the Washington Rail-
way and Electric, which name it
bears today.

Old Days Gone.
Gone, however, are the farms and
pastures, and no longer do the gen-
tle cows browse along the once
green tracks. Mount Rainier, its
old terminus, together with a host of
adjacent suburban towns, now boasts
a population of nearly 4,000 people.
Hyattsville, lying but a stone's
throw beyond the District line, with
a population of 2,300 people, all of
whom depend upon the electric-car
system for their daily needs. The
District line, which was once a
scarcely used road, is now a main
artery of the city, and the cars now
run on a two-minute schedule, and
from 6 in the morning until 8 in the
evening it is next to impossible for
those wishing to board a car at
any of the principal points and not
be "full." The phrase "crowded to
the doors" is used much too gener-
ally to truly describe the conditions.
All cars are packed to their capacity
at the time of their departure,
which virtually means a non-stop
run, as at least half the stops are
eliminated, together with the much-
emphasized cost of stopping and
starting.

All Cars Packed.
About every fourth car is termed
an express and stops at only a few
of the principal points and not
"Full." The phrase "crowded to
the doors" is used much too gener-
ally to truly describe the conditions.
All cars are packed to their capacity
at the time of their departure,
which virtually means a non-stop
run, as at least half the stops are
eliminated, together with the much-
emphasized cost of stopping and
starting.

This generation, of course, is all
too familiar with these conditions
and it fails to understand why un-
der the circumstances it is necessary
to pay an 8-cent fare and there is
the joke. They are still pay-
ing for the old original "trolley,"
and until there is a dehydrating
of stock and a safe and sane mer-
ger of the Washington Railway and
Electric company and the Capital
Traction company there will be no
relief from the high fare, and people
will continue to take transfers when
they can get them rather than to
the particular destination they
are in mind.

President Promises World Peace as Soldier Memorial In Address to Honor Heroic Dead, He Says America Will Point the Way To End Wars.

Honor for those who gave their
lives in defense of the ideals and
integrity of America, linked with a
plea for the living to establish a
patriotic industrial discipline as a
means to complete the task which
those dead have begun, was the
keynote sounded by President War-
ren G. Harding in his memorial day
address at the Arlington national
cemetery yesterday afternoon.

After eulogizing the deeds of the
soldier dead, President Harding
pledged that America would take
the lead toward the realization of
world peace as a fitting memorial to
the heroic soldier dead.

Many of the 20,000 eyes which
were centered on the President
were moistened with tears as he
talked in a voice noticeably affected
with emotion.

President Harding delivered his
address standing before the altar
erected to the heroic dead, sur-
rounded by the graves of the mar-
tyrs who gave their lives for Amer-
ica, and flanked on either side by
the battle standards of the Repub-

lic, held by the soldiers of three
wars.

Says World Looks to U. S.
Expressing pleasure at the fact
that "now our Memorial day is be-
coming an international occasion,"
that it calls upon the fortunate
free of many lands and countries,
to help in its observance; and that
equally to them and us it is a re-
minder of our common truth of
civilization, humanity and ever-
lasting justice, the nation's chief
executive pointed proudly to the
fact that those aspiring for free-
dom turn to this country with a
hope to gain our approbation to
their cause.

Sir Auckland Geddes, the British
ambassador, accentuated the im-
pressive solemnity of the mem-
orial services with high tribute for
the part the United States played in
the great conflict. Stepping for-
ward, accompanied by a British
naval officer bearing a huge
floral wreath, the British envoy ap-
peared on the rostrum at the con-
clusion of the President's address,
and, turning to the President, said:

Praise From Geddes.
"In the name of my king, George
V., in the name of the people of the
United Kingdom, of India, and the
British dependencies throughout
the world—in token of their admi-
ration of the gallantry and devotion
of American sons and daughters in
the great war; in evidence of their
sympathy with America, who today
mourns and glorifies her dead; in
eternal memory of the sacrifices
that America has made for individ-
ual liberty, and with your permis-
sion, Mr. President, I lay this
wreath on the flag of America."

When the British envoy men-
tioned King George V. a series of
hisses emanated from various parts
of the huge amphitheater, but were
soon subdued.

Colors Presented.
The ceremony was presided over
by John McElroy, commander of
the department of the Potomac,
G. A. R. The program was opened
by the presentation of the colors
by Daniel V. Chisholm, officer of
the day; Capt. J. M. Pipes, officer
of the guard, and Hazard Wheeler,
color bearer.

Rev. Robert McBride, department
chaplain, pronounced the invoca-
tion; O. H. Eldroyd, assistant ad-
jutant general, read a poem, "Mem-
orial day orders"; H. B. Snyder, ad-
jutant general, read a poem, "Where
They Sleep"; Washington
Gardner, chaplain of the United
Spanish war veterans, pronounced

An Unselfish Effort.
President Harding's message, read
at the unveiling of three busts of
George Washington, presented to
Great Britain by American citizens,
declared the United States war aims
to be "the greatest and most un-
selfish effort that men ever put forth
to protect human honor."

The second declaration of Ameri-
can policy was contained in his Mem-
orial day address at Arlington
national cemetery. He drew an
analogy between the civil war and
world war in which he stated that
the human benefits that followed the

Continued on Page 9, Second Section.

MILTON TAKES 500-MILE RACE AT 89 PER HOUR

De Palma Goes Out After
Leading for Half of
Distance.

**MACHINES SUFFER
BY TERRIFIC SPEED**
Big Event Run Without
Serious Mishap to
Any Entrants.

SPEEDWAY, INDIANAPOLIS.
May 30.—Tommy Milton, world's
speed king, earned new laurels to-
day when he won the ninth an-
nual 500-mile race here. His time
was 5:34:46.5. Average 89.82 miles
an hour. Last year's average 88.59.
The St. Paul milkman put the race
on ice when Ralph De Palma was
forced out at 280 miles after lead-
ing all the way to that time. Time
after time Sarles and other leaders
challenged the purple leader during
the latter part of the race, but Mil-
ton was never headed.

Milton was two laps ahead of
Roscoe Sarles, his nearest competi-
tor, when given the checkered flag
at the end of the race.

Makes Fastest Time.
The fastest time on the track
was made by De Palma in 1915—
5:38.4. Sarles finished second in
5:38.4. Louis Fontaine's time was
5:38:34.30.
His average time was 88.61 miles
an hour.

The pace for the first 250 miles
was the fastest ever seen on the
Indianapolis speedway. It was made
so by De Palma pushing his Ballot
to the limit of its speed. Milton
drove a Frontale.

DARLING'S CARTOON



BOTH HOUSEHOLDS OUGHT TO GET TOGETHER FOR A WASHING BEE

AMERICAN WOMEN GOLFERS IN BRITAIN HAVE UNLUCKY DAY

Five Out of Ten Go Down
In Championship
Series.

(Special Cable to The Washington Herald
and Chicago Tribune.)
By TED RAY.

LONDON, May 30.—After Hoy
lake comes Turnberry, on whose
golf course the American women
are striving to succeed where the
men folks failed. But they haven't
succeeded. Alexa Stirling, their
champion, was among the "alain,"
along with several of the United
States contingent, in the opening
play of the British women's cham-
pionship today.

Turnberry is not an easy course.
There are holes stretching along
the Atlantic ocean which strike
terror to the hearts of those who
have done more playing on inland
courses.

The wedding-off process started
today, and of the ten Americans
participating in the first round, five
have no further active interest in
the proceedings. All matches were
of 18 holes.

British Champion Wins.
The American champion fell be-
fore the British champion, Miss Cecil
Leitch, 3 and 2, and the individual
duel is taken to be an indication
of the result of the international
rivalry. Honestly, I do not think
the Americans are good enough,
and I shall be surprised to see a
second round in the final.
Miss Stirling did not play at all,
as she has played over here, though
she got some very fine shots home.

Two thousand spectators walked
around with the champions and
were put in good humor by a bril-
liant opening, the first hole being
halves in a fine four, the Ameri-
can getting a 4-yard putt.

Miss Leitch was 2 up at the fifth,
but lost the sixth. She was still 2
up at the turn, and held the ad-
vantage to the 14th. Miss Stirling
lost her luck, and with some in-
difference to her misfortune, but
she was beaten on the 15th green and
to be frank, the better player won.

Miss Hollins Stands Well.
Of the other Americans, Miss
Hollins perhaps was the most im-
pressive. She went through the first
round at the expense of Miss Al-
lington Hughes, Welsh interna-
tional player. Miss Lucy Hanchett
never had a chance against Mrs. R.
H. Deane.

Perhaps the greatest disparity
was between the two players seen
in the match between Miss Edith
Cummings, Chicago, and Miss Isabel
Kemp of Pontianblau, France. The
match was all over at the 12th,
where the Americans won 5 and 4.
Now six Americans are left for
the championship contest, five hav-
ing won their matches, while Miss
S. Fowles drew a bye into the sec-
ond round.

The Americans who won were
Mrs. R. H. Barlow, Mrs. Q. F. Feit-
ner, Mrs. Thurston Wright, Miss
Marion Hollins and Miss Edith
Cummings.

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PERSHING DECKS PARENTS' GRAVES

General Visits Mounds of
His Relatives in
Chicago.

CHICAGO, May 30.—From the
vestibule of a Baltimore and
Ohio train stepped a tall man in a
dark blue business suit. A
touch of gray showed at his
temples under a conservative
straw sailor hat. There was
something unmistakable in his
erect carriage and measured
trunk as he crossed the platform
to where two men awaited him.

"Are the fovers here?" he
asked. They took him to a wait-
ing automobile and indicated
two great boxes of roses. The
three men started immediately
in the automobile for Oakwood
cemetery.

The car rolled through streets
thronged with thousands of vet-
erans, preparing to do homage
to the nation's heroic dead. Not
once was the tall, erect man
recognized.

He was Gen. John J. Pershing.
He had come to Chicago to bow
his head at the graves of his
father and mother. All the hon-
ors and honors that might have
been his—had he been asked to
review the great parade here to-
day—were relinquished.

So, with his brother and his
nephew, they laid the roses on
the graves of his father and his
mother and for a few minutes
the erect figure was bowed.

An hour later Gen. Pershing
had left town over another route
for Princeton, Ill., where he
visited the graves of other relatives.

GERMANY PAYS ALLIES \$200,000,000

PARIS, May 30.—Germany today
paid the allies \$200,000,000 and
thereby met the first clause of the
recent allied ultimatum.

The money was paid over to the
allies' reparations commission with-
out ceremony. Dr. Wilhelm Mayer,
German ambassador here, carrying
the money in a suitcase, accompa-
nied by a guard, met the commis-
sion and took its receipt. It
was the biggest single financial
transaction since the war.

The money was in the form of 20
gold bonds of \$10,000,000 each.
The papers bore the endorsement of four
Berlin banks. They were brought
here by couriers.

The reparations commission will
divide the money on a prearranged
basis, Belgium, under the peace
treaty, having first claim to it.

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AMES FUNERAL TODAY FIRST OF AERO VICTIMS

Officer's Body Will Be
Given Military
Honors.

MITCHELL'S FUNERAL
TOMORROW, 3 P. M.

**Gen. Mitchell Urges Need
Of National Air
Policy.**

The first of the funerals of the
seven who lost their lives in the air-
plane crash late Saturday at Mor-
gantown, Md., that of Lieut. Stanley
M. Ames, pilot of the airplane, will be
held this afternoon at 2 o'clock at
St. John's church. Two months ago,
the day before Easter, in the same
church, Lieut. Ames walked up the
aisles to the altar. The occasion
then was his wedding. Full military
honors will be accorded the body,
which will be transported on a caisson
from the Walter Reed hospital to the
church and thence to Arlington
National cemetery, where interment
will take place. The Rev. E.
S. Dunlap will officiate.

Mitchell's Funeral Tomorrow.
Tomorrow at 2 o'clock, at the
same church, the funeral of Lieut.
Col. Archie Mitchell will be held. Full
arrangements for the funeral will
be made today. It is expected that
the entire personnel of Bolling field,
to which Col. Mitchell was attached,
will attend. Interment will be in the
Arlington National cemetery.

The funeral of Sergt. Richard C.
Blumenkrantz will be held with full
military honors tomorrow at 11 a.
m. A brother of Sergt. Blumen-
krantz is attached to the service at
Bolling field. A sister also resides
in Washington. Interment will also
be at Arlington.

Mrs. A. G. Batchelder arrived yester-
day from Jackson Mich., to claim
the body of her husband. Funeral
services of Mr. Batchelder will be
held at Gawler's undertaking par-
lors, tomorrow morning at 11
o'clock. Dr. U. S. R. Pierce of the
Baltimore corps of engineers will
officiate. The body will then be taken to
Bolling field and placed in a receiving vault.

Canally's Body Sent Home.
The body of former Representative
Maurice Canally was sent last
night, accompanied by President
Keyes of the Curtiss Aeroplane cor-
poration, to Dubuque, Iowa, where
two sisters of Mr. Canally reside.
As soon as the necessary certifi-
cates required for the transporta-
tion of corpses through the states
are obtained, the body of Lieut.
Cleveland W. McDermott will be for-
warded to his brother at Syracuse,
N. Y., and that of Lieut. John M.
Pennywell to his father at Silver
City, N. Mex.

A board of inquiry, consisting of
Capt. W. R. Ocker, Lieut. Paul T.
Wilkins and Lieut. L. M. Wolf, all
of Bolling field, which investigated
the accident yesterday, will report to
the War Department today. The
board attributes the collapse to the
storm and asserts that it was un-
avoidable.

New Plane Seen Landing.
An eyewitness of the crash, Lieut.
A. M. Hunniman, of the Dragon
naval station, near Morgantown,
Md., attributed the accident to a
lack of "lift." "I stood a quarter
of a mile from the plane when it
dived into the earth," he said. "I
watched Lieut. Ames vainly seek a
safe landing spot as his plane with
its six passengers staggered drunk-
ly through the storm buffeted
air."

Brig. Gen. Mitchell, active head
of the air service, yesterday de-
clared that the "tragedy exempli-
fies the necessity for a national or-
ganization of aviation." "We must
develop a national air policy," said
the general.

Urges Single Department.
To minimize such accidents in the
future, Gen. Mitchell urged the cen-
tralization of all the air services
into one department. "We must
develop a national air policy," said
the general.

At Mercy of Great Powers.
The present condition of the
United States air force is such, de-
clared the general, that we are at
the mercy of Great Britain or any
other of the great powers. "Great
Britain could send to our Atlantic
coast 400 planes within seven days
and 800 more within 12 days."

**Bouck White Flees Town
Before Vegetable Volley**

MARLBORO, N. Y., May 30.—Bouck
White came riding out of Snake
valley in his flivver today. A short
time later he went the other way.
Snake valley pursued by a volley
of mixed vegetables hurled by the
good right arms of Marlboro citi-
zens.

Out of the byways along the lit-
tle village street, gay in flags and
bunting of the holiday, came hisses
and cat-calls. White mounted the
bridge of his quaint craft and as
the flivver shrieked into gear he
left the carefree of assorted veg-
etables about his head. White suc-
ceeded in piloting the seagull-like
flivver safely out of the village under
the heavy vegetable bombardment.

REDUCED FARES
to Charlottesville, Va., and return
on sale May 25th to June 30th, incl.
Southern Railway System, 1425 P.
N. W. Adv.

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**FEATURES IN
THE HERALD**

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